

AASHTO'S FAST ACT REAUTHORIZATION CORE PRIORITIES

Preliminary Document, March 2019

1. Ensure timely reauthorization of a long-term federal surface transportation bill

- Funding stability provided by federal programs is absolutely crucial to meet states' capital investment needs which take multiple years to plan and construct.
- Congress should promptly renew a long-term transportation bill so that there is no authorization gap upon FAST Act expiration in September 2020 as short-term program extensions cause unnecessary program disruptions and delays mobility benefits to states and communities.

2. Increase and prioritize formula-based federal funding provided to states

- The current federal highway program optimally balances national goals with state and local decision-making.
- Formula-based transportation funding reflects the successful federally-state partnership by ensuring flexibility necessary for each state to best meet their unique investment needs.

3. Enact a long-term, sustainable revenue solution for the Highway Trust Fund

- In order to support a six-year federal surface transportation bill that maintains current funding levels after the FAST Act, \$114 billion in additional revenues is needed for the Highway Trust Fund.
- Without a fix to the Highway Trust Fund, federal highway funding will be cut by 51 percent and the federal transit program by 100 percent around FY 2021.
- Federal funding debate can draw upon the experience of 31 states that have successfully enacted transportation revenue packages since 2012.

4. Improve Project Delivery and Reduce Program Burdens

- As stewards of both human and natural environments, state DOTs support sensible modernization of the National Environmental Policy Act, Clean Water Act, Clean Air Act, and Endangered Species Act to improve outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and associated accountability.
- In general, regulatory and programmatic burdens associated with federal programs that are not part of the project approval process should be reduced.

5. Support and Ensure State DOTs' Ability to Harness Innovation and Technology

- State DOTs as infrastructure owners and operators need the 5.9GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Provide funding and flexibility to states to best leverage their assets in deploying broadband and 5G technology in both urban and rural areas.